

Project #18-1558, Spruce Railroad Trail - Final Phase

Current Status: Application Submitted

Project Details

Primary Sponsor: Clallam Co Public Works Dept

Primary Contact: Rich James
(360) 417-2290
rjames@co.clallam.wa.us

Funding Program: WWRP - Trails

Project Type: Development

Project Description

The Spruce Railroad Trail - Final Phase Project will complete the construction of the critical last two miles of the historic 1918 Spruce Railroad Grade located between the McFee Tunnel (restored 2017) and the soon to be restored Daley-Rankin Tunnel (restored 2019). With the center 2 miles of Segment B reconstructed and rock fall protection implemented, the entire 4 miles of the Spruce Railroad Trail within Olympic National Park will receive a refreshed crushed rock surfacing and paving to an 8 foot width. The rocking and paving effort will also extend the trail an additional 0.2 miles north down the Lyre River Ravine on the historic Spruce Railroad Grade alignment. This project would accomplish the goal of providing a safe, 10 mile long, ADA accessible, paved and gravel duel surface trail alternative for all non-motorized trail users that completely bypasses the busy US 101 route around Lake Crescent. The US 101 route has no safe shoulders for bicycle travel or any accommodation for wheelchair/disabled user groups and equestrians. The restored trail includes extensive rock fall protection measures, crib wall restoration and a new bridge near the Daley-Rankin Tunnel that will greatly enhance the safety of all future users of the Spruce Railroad Trail. The historical significance of the Spruce Railroad Grade with its unique restored railroad tunnels, restored bridges and the incredible location on beautiful Lake Crescent will create a destination location on the 145 mile long Olympic Discovery Trail.

Project Overall Metrics (Outcomes, Benefits)

Category / Work Type / Metric

Application Answer

Trail Overview

| | |
|--|---|
| Primary trail name | Spruce Railroad Trail |
| Alternate trail name | Olympic Discovery Trail - Spruce Railroad Trail Segment |
| Total length of trail developed/renovated in the project | 4.20 |
| How many new trail miles will be created as the result of this project | 4.20 |
| Total length of continuous trail after this project is complete | 90.00 |
| Designed trail use | Bicycle |
| Managed trail uses | Bicycle, Equestrian, Hiking/walking, Mountain biking |
| Trail plan | Clallam County Comprehensive Plan - 1995 |

Sites Improved

| | |
|-------------------------|------|
| Project acres developed | 1.00 |
| Project acres renovated | 9.00 |

Completion Date

| | |
|------------------------------|------------|
| Projected date of completion | 10/29/2021 |
|------------------------------|------------|

Project Funding

| Funding Request | | Funding % | Min Match Required | Sponsor Match Source | |
|----------------------------|-------------|-----------|--------------------|------------------------------|-----------------|
| WWRP - Trails (FY2020) | \$1,999,950 | 47.79 % | | Appropriation - Federal | \$1,385,050 |
| Sponsor Match | \$2,185,050 | 52.21 % | 50% | Appropriation \ Cash | \$750,000 |
| Total Project Funding | \$4,185,000 | 100.00 % | | Grant - Private | \$50,000 |
| Project Cost Summary | | Project % | Admin/A&E % | Maximum for Selected Program | |
| DEVELOPMENT COSTS | | | | | |
| Development | \$4,185,000 | | | | |
| A&E | \$0 | | 0.00 % | | \$837,000 (20%) |
| Subtotal | \$4,185,000 | 100.00 % | | | |
| Total Cost Estimate | \$4,185,000 | 100.00 % | | | |

Worksites and Properties

County: Clallam

Legislative Districts 2012: 24

Congressional Districts 2012: 06

Sections: 42

Township: T30NR09W

Coordinates: 48.06628428
-123.80842741

Worksite #1: Spruce Railroad Trail and Grade in ONP Boundary

| | | |
|--------------------------------|-----------------------|--------------------------|
| Coordinates from Mapped Point: | Latitude: 48.06628428 | Longitude: -123.80842741 |
| Coordinates from Worksite | Latitude: 48.093236 | Longitude: -123.802159 |
| Directions: | | |

Worksite Description: The worksite will include the entire 4 mile long Spruce Railroad Trail within Olympic National Park from the Lyre River Trailhead to the east end of Northshore Road. The worksite will also include additional horse trailer parking as part of the Lyre River Trailhead improvement and 0.2 miles of trail improvement extending north down the Lyre River ravine segment of the Spruce Railroad Grade.

Site Access Directions: Head west from Port Angeles on Highway 101 for 12 miles to the intersection of East Beach Road, turn north on East Beach Road and follow it for 4.1 miles to the Spruce Railroad Trail, Lyre River Trailhead.

Worksite Address:
4150 East Beach Road
Port Angeles, WA 98362

Development Metrics (Outcomes, Benefits)

| Category / Work Type / Metric | Application Answer | Work Type Costs |
|---|--|-----------------|
| Equestrian | | |
| Develop equestrian facilities | | |
| Total cost for Develop equestrian facilities | | \$5,000.00 |
| Number of corrals | 0 new, 0 renovated | |
| Number of loading ramps | 1 new, 0 renovated | |
| Select the equestrian amenities | Hitching posts | |
| General Site Improvements | | |
| Install signs/kiosk | | |
| Total cost for Install signs/kiosk | | \$20,000.00 |
| Enter the number of signs / kiosks - Interpretive signs | 6 | |
| Shoreline protection | | |
| Total cost for Shoreline protection | | \$750,000.00 |
| Linear feet of shoreline protection | 2000 | |
| Select the shoreline protection type | Plantings/vegetation, Retaining wall | |
| Site Preparation | | |
| General site preparation | | |
| Total cost for General site preparation | | \$1,200,000.00 |
| Acres of site preparation | 10.50 | |
| Number of trail miles for site preparation | 4.20 | |
| Buildings / structures to be demolished | 0 | |
| Select the site preparation activities | General site prep activities, Mobilization, Other | |
| Trails | | |
| Trail development | | |
| Total cost for Trail development | | \$1,800,000.00 |
| Miles of hard surfaced trail developed / renovated by surface type - Asphalt | 4.20 | |
| Miles of natural surfaced trail developed / renovated by surface type - Other natural surface | 4.20 | |
| Is this a dual tread trail | Yes | |
| Trail design profile - Cross-slope (percent) | 2 | |
| Trail design profile - Shoulder width (feet) | 3 | |
| Trail design profile - Tread width (feet) | 13 | |
| Select the trail structures | Culverts, Pull-outs, Retaining walls | |
| Number of at-grade road / street crossings in this project | 1 | |
| Controls used for road / street crossings | Bollards / gates, Signs | |
| Project involve painting, striping, or other trail/pavement marking (yes/no) | No | |
| Trail bridge development | | |
| Total cost for Trail bridge development | | \$400,000.00 |
| Number of trail bridges | 1 new, 0 renovated | |
| Select the bridge types | Steel | |
| Provide the length and width of each bridge (feet) | 120 feet long and 12 feet wide | |
| Water Access | | |
| Develop access point | | |
| Total cost for Develop access point | | \$10,000.00 |
| Number of designated water access points | 1 | |
| Describe the designated water access point (stairs, ramp, etc.) | A natural tread trail will be developed from the trailhead parking area to Lake Crescent for Kayaks, canoes and Stand Up | |

Development Questions

- 1 of 7** **Is the worksite(s) located within an existing park, wildlife refuge, natural area preserve, or other recreation or habitat site? If yes, name the area and specify if the land is owned by local, state or federal government.**
Yes, The worksite is located entirely within Olympic National Park and is owned by the federal government Department of Interior.
- 2 of 7** **Identify the source of funds (i.e. federal grant, Conservation Futures, local appropriations, private land donation, etc.) that was originally used to acquire the property.**
President Theodore Roosevelt created Olympic National Monument in 1909 and President Franklin Roosevelt declared it a National Park in 1938. Acquisition funding was authorized by Congress.
- 3 of 7** **Cultural Resources: Has the worksite been investigated for historical, archeological, or cultural resources? If yes, when did this occur and what agencies and tribes were consulted? Attach related documents (letters, surveys, agreements, etc.) to your project in PRISM.**
Yes, The worksite and this project area were fully reviewed for historical, archeological and cultural resources. The earliest reports were done in 2005. The agencies and tribes consulted included the National Park Service and SHPO as well as the Quileute, Hoh and the Elwha Tribes. These studies are reviewed in the 2012 Environmental assessment completed for this project.
- 4 of 7** **Describe existing worksite site conditions. The answer to this question will be used in cultural resource consultation so please provide detailed information.**
Two miles of the existing worksite have already been restored to their original appearance as a railroad grade with the exception of the track structure. The McFee Tunnel was fully restored in 2017 and the appearance of the original timber frame portal entry structures was reproduced. The two miles of unrestored railroad grade located between the McFee Tunnel and the soon to be restored Daley-Rankin Tunnel are the primary focus of this project. This two miles has several failed rock wall support structures, failed cribbing areas and a failed bridge location which must be restored. Very steep rock walls on each side of the Daley Rankin Tunnel will be stabilized by scaling, rock bolting and installation of rockfall protection mesh. The original 12-14 foot wide railroad grade will be restored to its original width. Finally, the entire 4 miles of the Spruce Railroad Trail and an additional 0.2 miles of the Spruce Railroad Grade in the approach to the Lyre River Ravine segment of the Spruce Railroad Grade will be prepared with a surface coat of tightly compacted crushed rock and a 8 foot width of paving will be placed on the grade to somewhat replicate the appearance and width of the railroad tracks and to restore this center area of grade width to its new use as a bicycle and wheelchair friendly surface. The graveled shoulder area will be utilized by hikers and equestrians.
- 5 of 7** **Cultural Resources: Describe any proposed ground disturbing activities that will take place as part of your project. This includes work conducted by hand or mechanized tools. Provide specific information including length, width, and depth of the ground disturbance. Ground disturbing work includes all restoration activities, geotech, fencing, demolition, etc. Avoid subjective phrases such as "ground disturbing activities will be minor".**
This project will require tree removal from 2 miles of the historic grade. Excavators, bulldozers, graders, dump trucks, lift trucks, and rock scalers will be utilized to restore the original railroad grade to its original cross section and elevation.
- 6 of 7** **Give street address for this worksite if available.**
1450 East Beach Road, Port Angeles, WA 98362
- 7 of 7** **Cultural Resources: Are there any structures existing on the property (including tidegates, dikes, residential structures, bridges, rail grades, etc.)? If so, please list all existing structures. Indicate if any of these structures will be altered or demolished as a result of the project, and provide the following for each structure that could be altered or demolished: identifying name, year constructed, year(s) remodeled/renovated. Attach at least one photo of each altered structure.**
Yes, The entire site is the location of the Spruce Railroad Grade constructed in 1918 by the Spruce Railroad Division of the US Army. The railroad grade will be restored to its original elevation and width through its length. The former site of a wooden railroad bridge which collapsed into Lake Crescent will be restored at the former bridge location with a steel bridge.

Property for Spruce Railroad Trail and Grade in ONP Boundary Worksite #1: Spruce Railroad Trail and Grade

Activity: Development

Landowner

National Park Service - Olympic National Park
600 E Park Ave
Port Angeles, WA 98362

Control and Tenure

Instrument Type: Interagency Agreement

Purchase Type:

Term Length: Fixed # of years (50 years)

Expiration Date: 07/01/2068

Landowner Type: Federal Government

Note: As a trail that is managed by Olympic National Park there is no time limit on the easement and it is likely that the term will be perpetual provided that congress continues to fund maintenance in the National Parks.

Overall Project Questions

- 1 of 18** **Does the project site or project boundary lie within the urban growth area boundary of a city or town with a population of 5,000 or more? If yes, name the community and attach one map called Population Proximity Map under the Attachment Tab in PRISM.**
The project site is not within an urban growth area but as a segment of the region serving 145 mile long Olympic Discovery Trail, this regional trail passes through the urban growth areas of Forks, Joyce, Port Angeles, Carlsborg, Sequim and Port Townsend. The Olympic Discovery Trail draws its users from throughout Washington State, the nation and internationally. Its current usage has been measured at more than 170,000 trips per year in the urban growth area of Port Angeles making it one of the top 5 trails in term of user trips in the State of Washington.
- 2 of 18** **Describe any ground disturbing work that will be necessary as part of the design process, such as geotech work. Include anticipated number of test sites, depth of disturbance, location, etc.**
This geotechnical ground disturbing work has already been completed for the entire project.
- 3 of 18** **When will the project be completed and made available to the public for outdoor recreation uses? Please note that funding may not be awarded for about one year from application submittal and it may take one or more years for you to complete the project.**
The project will be available for public use in 2020 but may be delayed to 2021 due to fund match timing availability.

- 4 of 18** Describe any required mitigation as a result of the action in this proposal. Will mitigation occur on this site or another location?
Any mitigation will be provided on site.
- 5 of 18** Are overhead utility lines present at the site, and if so explain how they will be relocated or buried.
No
- 6 of 18** Will this proposal create a new public park/recreation area where none presently exists? If yes, what will the area be named?
Although this proposal is on an existing recreation area known as the Spruce Railroad Trail within Olympic National Park, this project opens up the Spruce Railroad Trail to a host of trail user groups that are presently excluding from using it. These users include wheelchair users, disabled users, road bicyclists and touring bicyclist.
- 7 of 18** Will this proposal renovate or expand an existing public park/recreation area? If yes, what is the name of the existing area?
This proposal renovates the existing Spruce Railroad Trail and makes it fully accessible to new user groups that include wheelchair users, disabled users, road bicyclists and touring bicyclist.
- 8 of 18** How does this proposal implement goals in your agency's planning document and/or the Statewide Comprehensive Plan (include references)
This project implements major goals and policies of the Clallam County Comprehensive Plan and the Port Angeles Regional Plan for development of a county-wide non-motorized transportation system known as the Olympic Discovery Trail. The Olympic Discovery Trail implements multiple transportation goals of the Clallam Countywide Comprehensive Plan including 31.02.420 Transportation - Goals and policies with the following citations: (5) Trails, Paths and Sidewalks. Policy 29. The safety and quality of the travel experience for the non-motorized traveler shall be improved with a greater role in the transportation system. 5(b) The Olympic Discovery Trail shall be developed as a priority transportation facility to bring non-motorized travelers from Jefferson County to the Port Angeles corridor and to the major towns and communities west to the Pacific Coast. 31.04.115 Transportation policies. The Olympic Discovery Trail implements multiple transportation goals of the Clallam County Port Angeles Regional Comprehensive Plan including: 4) Paths, Trails and Sidewalks. (a) [Policy No. 10] The safety and quality of travel experience for the nonmotorized traveler shall be improved with a greater role in the transportation system. Nonmotorized travel should be promoted within the Port Angeles area for multipurpose commuter, recreation and transportation trails for users of all abilities. (b) Policy 11. The Olympic Discovery Trail should be a priority transportation and recreational facility providing easy access to affordable physical activity, a safe off-road non-motorized alternative for commuters, and a scenic route for touring bicyclists. The Olympic Discovery Trail at full development will connect Port Townsend to Forks with trail extensions accessing LaPush on the Pacific Ocean, a total distance of 134 miles. The Olympic Discovery Trail implements goals in RCO's 2013-2018 Washington State Trails Plan and the Department of Interior's America's Great Outdoors Initiative where it is the only multi-user shared use path in Washington State named for implementation assistance. The following citation from the RCO's 2013-2018 Washington State Trails Plan shows the priority that completion of the Olympic Discovery Trail should have as a key component of a statewide trail system: America's Great Outdoors Initiative: A Promise to Future Americas, launched in 2011, affirmed public lands and waters as invaluable assets. Trails acquisition, improvement, and management are among its objectives. Two projects in Washington were selected as showcase investments, to help fulfill the initiative's goals "to reconnect Americans to the natural world through parks, trails, and rivers and to conserve and restore working lands and wildlife habitat" and "to create jobs through travel, tourism, and outdoor recreation activities." The two projects are: The Pacific Northwest Trail - Olympic Discovery Trail Convergence, which ties together 1,200 miles of national, state, and local trails, including the 145-mile Olympic Discovery Trail, connecting the cities of Sequim and Port Angeles to the Sequim Bay area. An additional 120 miles of trail are planned.
- 9 of 18** Is this project scope part of a larger effort not reflected in the project application? If so, briefly describe the larger effort, funding amount(s) and source(s).
Yes, this project is part of the 145 mile long, two county spanning Olympic Discovery Trail. The 4 mile long Spruce Railroad Trail within Olympic National Park will become a segment of the 145 mile long Olympic Discovery Trail with this proposal restoring the 2 miles of Spruce Railroad Trail located between the Daley-Rankin and the McFee Tunnels and then completing the finish rock surfacing and the paving for the entire 4 mile trail length of the Spruce Railroad Trail. An additional 0.2 miles of the original Spruce Railroad Grade within the boundary of Olympic National Park that runs north from Lake Crescent towards the Strait of Juan De Fuca through the Lyre River Ravine will also be completed as a part of this project scope. A 2008 RCO WWRP grant restored 6.5 miles of the historic Spruce Railroad Grade just west of the current project location as well as a half mile segment of the Spruce Railroad Trail on the east end of the Spruce Railroad Trail. A 2014 RCO WWRP grant restored an additional half mile of Spruce Railroad Trail at the east end of the Spruce Railroad Trail as well as the McFee Tunnel with the work being completed in 2017. The construction of the Olympic Discovery Trail to its current 90 mile length has taken place over a 28 year time span with major funding coming from RCO programs, federal funding of various types, WSDOT state transportation funding, county road funds, city road funds, tribal funding, private corporation funding and funding from the Peninsula Trails Coalition.
- 10 of 18** Describe the nature of any existing rights-of-way, easements, reversionary interests, etc. to the project area.
The entire right of way is owned by the federal government as part of Olympic National Park.
- 11 of 18** Is the project on State Owned Aquatic Lands? Please contact the Washington State Department of Natural Resources to make a determination. (www.dnr.wa.gov/Publications/aqr_land_manager_map.pdf)
No
- 12 of 18** Does your project address or accommodate the anticipated effects of climate change? If yes or maybe, please describe how.
Yes, The surface of the restored Spruce Railroad Trail is more than 10 feet above the current high water levels of Lake Crescent. Restoration of the trail between the Daley-Rankin Tunnel and the McFee Tunnel will move the trail back into its former alignment through the tunnel and bypass the narrow tunnel bypass trail beside the lake that is currently subject to winter flooding and would be impassible if water levels rose even a few feet as a result of climate change. The trail also acts to reduce climate change factors by making non-motorized access throughout Clallam County a viable transportation option directly reducing the production of greenhouse gases that would be generated if these trips were taken by motorized vehicles.
- 13 of 18** When this project is completed, what are the projected economic benefits to the community or region? Consider factors such as employment, tourism, environmental improvements, property values, tax revenues, and benefits to human health and wellness. The economic benefits may be realized by government, private businesses, or the general public. Reference existing studies or data. (750 characters max)
With a projected growth in use from its current levels of 30,000 trips per year to 100,000 or more trips per year, the completion of this destination location on the Olympic Discovery Trail route is expected to generate millions of dollars of economic impact to this economically distressed area of the state. Current economic impacts of the Olympic Discovery Trail on the economies of Clallam and Jefferson County are already estimated as exceeding \$1,000,000 per year as determined by revenues generated from the multiple events held on the trail and the increased usage of local motel and restaurants.
- 14 of 18** Who will be responsible for administration, design, and/or implementation of this project (i.e. in-house staff, paid consultants, contractors, volunteers, other agency staff, etc.)? Explain.
Although Clallam County will administer the RCO grant billing, Olympic National Park and their construction agency Western Federal Lands will design and administer this project. Design will be done by a contractor working for the Western Federal Lands Highway Division (WFLHD) of FHWA. Construction will be put out to bid by WFLHD to be done by a private contractor with WFLHD staff overseeing construction to its completion.
- 15 of 18** Do you plan to restrict or limit general public availability or use of the site in any way? If yes, describe the type of restriction, the portion of the

project area that will be restricted (an illustrative map may be requested), and the reason(s) the public will be restricted.
No

- 16 of 18 Does this application contain state, federal or other grants as part of the "sponsor match"? If "yes," name the grant(s) and date grant will be available.**
Yes, Helium Grant 2018 Helium Gant 2019 Helium Grant 2020 Surface Transportation Program Regional Allocation 2019 Transportation Alternatives Program Grant 2019 Private match from Peninsula Trails Coalition 2019
- 17 of 18 Does this application contain elements required for mitigation for other project(s)? If yes, explain:**
No
- 18 of 18 Is this project a subsequent phase to a previously funded RCFB project? If yes, please identify the grant project number(s) if known.**
Yes, A 2008 RCO WWRP grant (08-1075) restored 6.5 miles of the historic Spruce Railroad Grade just west of the current project location as well as a half mile segment of the Spruce Railroad Trail on the east end of the Spruce Railroad Trail. The 2008 grant also constructed a new ADA accessible trailhead at US101 on the top of Fairholm Hill and restored a trailhead and trail connector at the North Shore Day Use Area on Lake Crescent. A 2014 RCO WWRP grant (14-1124) restored an additional half mile of Spruce Railroad Trail at the east end of the Spruce Railroad Trail as well as the McFee Tunnel with the work being completed in 2017. Work is currently underway on the Spruce Railroad Trail Daley-Rankin Tunnel Restoration (Project 16-1390) which restores this westernmost tunnel on the trail and approximately 1 mile of the Spruce Railroad Trail west of the Daley-Rankin Tunnel. The current project will restore the 2 miles of Spruce Railroad Trail between the two tunnels as well as 0.2 miles of the remaining Spruce Railroad Grade within Olympic National Park that heads north from Lake Crescent through the Lyre River Ravine.

Project Permits

| Permit Type | Applied Date | Received Date | Expiration Date | Permit Number |
|--|--------------|---------------|-----------------|---------------|
| Cultural Assessment [Section 106] | 05/31/2018 | | | |
| Dredge/Fill Permit [Section 10/404 or 404] | 04/23/2018 | | | |
| Endangered Species Act Compliance [ESA] | 01/08/2018 | | | |

Permit Questions

- 1 of 1 **Will this project require a federal permit? If this project requires a federal permit, will the scope of that permit cover ALL proposed ground disturbing activities included in this project? You may need to request a pre-application meeting with the permitting agency to answer this question.**
Yes, Corps of Engineers Permit for unavoidable rockfall into Lake Crescent.

Project Attachments

| Attachment Type | Title | Attach Date |
|--|--|-------------|
| Applicant | Resolution RCO.pdf.pdf | 04/23/2018 |
| Resolution/Authorizations | | |
| Application Review Report | Application Review Report, 18-1558D(rtnd 05/24/18 13:08:48).pdf | 05/24/2018 |
| Control & Tenure | NPS Support and 50 Year Maintenance Letter.pdf.pdf | 07/13/2018 |
| Documentation | | |
| Control & Tenure | ONP_WFLHD_CC_AGMT.pdf.pdf | 05/30/2018 |
| Documentation | | |
| Control & Tenure | CC_RCO_APRIL_2018.pdf.pdf | 04/13/2018 |
| Documentation | | |
| Evaluation: Presentation script | RCO ODT Final PhaseScript_7_09.docx.docx | 07/09/2018 |
| Evaluation: Project presentation - Final | Spruce Railroad Trail - Final Phase Presentation 7-13-18.ppt.ppt | 07/13/2018 |
| Evaluation: Project presentation - Tech Review Mtg | Spruce Railroad Trail - Final Phase Presentation.ppt.ppt | 05/17/2018 |
| Map: Boundary map – Draft | SRRT Project Boundary Map.pdf.pdf | 04/23/2018 |
| Map: Trail and or Facility Map | Olympic Discovery Trail Map.pdf.pdf | 04/23/2018 |
| Photo | McFee Tunnel Restored East Portal.jpg.jpg | 04/25/2018 |
| Photo | McFee Tunnel West End Portal.jpg.jpg | 04/23/2018 |
| Project Application Report | Application Report, 18-1558D (submitted 04/26/18 14:07:58).pdf | 04/26/2018 |
| Site Plan: Development site plan | Development Site Plan Seg. B.pdf.pdf | 04/23/2018 |

Application Status

Application Due Date: 05/01/2018

| Status | Status Date | Name | Notes |
|-----------------------|-------------|------------|--|
| Application Submitted | 07/13/2018 | Rich James | Jesse The revised application with corrections is now submitted. Thank you for your assistance. Rich James |
| Application Returned | 05/24/2018 | Jesse Sims | To Rich, It was nice to meet you the other day and look forward to working further in the future. I sent you some notes to help you with this project. Sincerely, Jesse Sims |

Application Submitted
Preapplication

04/26/2018 Rich James
03/22/2018

Ben Here is the grant application for the Spruce Railroad Trail- Final Phase Project. Rich

I certify that to the best of my knowledge, the information in this application is true and correct. Further, all application requirements due on the application due date have been fully completed to the best of my ability. I understand that if this application is found to be incomplete, it will be rejected by RCO. I understand that I may be required to submit additional documents before evaluation or approval of this project and I agree to provide them. (Rich James, 07/13/2018)

Date of last change: 07/13/2018